

REMARKS

Reconsideration of the above-identified patent application is respectfully requested.

Claims 2-23, 25-28, and 32-46 stand rejected under 35 U.S.C. § 102(b) as being anticipated by U.S. Patent No. 5,636,122 to Shah et al. (Shah). Claims 6-8 and 29-31 stand rejected under 35 U.S.C. § 103(a) as being unpatentable over Shah in view of U.S. Patent No. 6,430,496 to Smith et al. (Smith).

Claims 2-23 and 25-46 have been canceled. New claims 47-85 have been added. New claims 47 and 68 are directed toward a system and method, respectively, for managing the delivery of vehicles. As described in the specification, the present invention concerns managing the pick up, transportation, and delivery of vehicles from an origination location, such as a car dealership or residential location, to a destination location, such as a car auction site. Management of the delivery of vehicles necessarily involves unique concerns apart from the pick up and delivery of other types of goods. In particular, identification of the vehicle being picked up and delivered is monitored. Accordingly, the present application discloses a method and system for managing the delivery of vehicles including vehicle identification data. It should be appreciated that identification data of a vehicle being delivered is not synonymous with identification data of a *delivery vehicle* used to transport the vehicle being delivered.

Neither Shah nor Smith disclose a system or method for the pickup and delivery of vehicles. On the contrary, both Shah and Smith disclose dispatch systems for monitoring the movement of fleet delivery vehicles. For example, Shah discloses “a method and apparatus for presenting locations of a fleet of vehicles to a fleet manager by way of a display . . .” Col. 1, ll. 17-19. Smith discloses “[a] system for controlling vehicles to provide transportation services without need for human intervention.” See Abstract. As described, both Shah and Smith are concerned with monitoring *delivery vehicles* and not vehicles which are being delivered. Accordingly, neither Shah nor Smith, separately or in combination, disclose all the elements of either claim 47 or 68. For example, neither Shah nor Smith disclose “a terminal coupled to the host for entry of an order for the delivery of a vehicle, the order including (i) origination data identifying the location where the vehicle is to be picked up, (ii) destination data for identifying the location where the vehicle is to be delivered, and (iii) vehicle identification data for identifying which vehicle is to be picked up and delivered” as required in claim 47. Additionally, neither Shah nor Smith disclose “placing an order for the delivery of a vehicle on a

terminal, the order including (i) origination data identifying the location where the vehicle is to be pickup, (ii) providing destination data for identifying the location where the vehicle is to be delivered, and (iii) providing vehicle identification data for identifying which vehicle is to be pickup and delivered” as required in claim 68. Accordingly, claim 47 and 68 are believed to be allowable. Because claims 48-67 and 69-85 depend from claims 47 and 48, respectively, these claims are also believed to be allowable.

New claims 47-85 are believed to be in condition for allowance, and such action is solicited. The Examiner is cordially invited to contact the undersigned by telephone to discuss any unresolved matters.

Respectfully submitted,



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